

them. Because of assumptions (2) and (3) the values obtained should be considered only as crude estimates. It is hoped that future research may be able to ascertain more exactly the draft velocities occurring in severe thunderstorms.<sup>2</sup>

<sup>2</sup> According to a pilot report at 1910 GMT on October 10, 1958, a U.S. Air Force pilot encountered extreme turbulence and heavy hail over Watertown, N.Y. The aircraft, a C-47, went from 6,000 to 10,000 feet in 30 seconds. This updraft of 8,000 ft. min.<sup>-1</sup> or 133 ft. sec.<sup>-1</sup> is about 1½ times greater than any encountered by the Thunderstorm Project and is 61 percent of the theoretical value computed above.

## REFERENCES

1. H. R. Byers and R. R. Braham, *The Thunderstorm*, U.S. Weather Bureau, Washington, D.C. 1949, 282 pp. (pp. 40, 53, 130).
2. D. T. Williams, "A Surface Micro-Study of Squall-Line Thunderstorms," *Monthly Weather Review*, vol. 76, No. 11, Nov. 1948, pp. 239-246.
3. Robert G. Beebe and Ferdinand C. Bates, "A Mechanism for Assisting in the Release of Convective Instability," *Monthly Weather Review*, vol. 83, No. 1, Jan. 1955, pp. 1-10.

## CORRECTION

Vol. 86, September 1958, p. 133: In the caption the time for figure 1B should read "1200 GMT, May 27, 1958."